

CLASSIFICATION ~~SECRET~~ APPROVED FOR RELEASE 2001/11/23 : CIA-RDP82-00457R002900440009-7
CENTRAL INTELLIGENCE AGENCY REPORT NO. [REDACTED]~~SECRET~~
INFORMATION REPORT

COUNTRY Poland

SUBJECT Polish Shipbuilding Industry

25X1A

PLACE ACQUIRED [REDACTED]

DATE OF I [REDACTED]

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1973 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008

NO. OF ENCLS.
(LISTED BELOW)SUPPLEMENT TO
REPORT NO.

25X1X

1. According to the post-war settlement Poland received control of about 500 km. of coastline including a number of former German shipbuilding facilities. Many of these facilities had suffered considerable war damage and others were later dismantled by the Russians. The principal yards transferred to the Poles by the Russians were located at Gdynia, Gdansk, Elblag, and Szczecin. Upon receiving these yards the Polish Government began immediate reconstruction, the first effort being made at Gdansk, then Gdynia, and Szczecin.
2. The yards under control of the Poles in the early post-war period are identified as follows:

a. Gdansk

- 1) No. 1 - the former German yard Danziger Werft
- 2) No. 2 - the former German yard Schichau Werft
- 3) No. 3 - the former German yard Danziger Waggonfabrik
- 4) No. 4 - the former German yard Troyan

b. Gdynia

No. 13 - the former Stocznia Gdynska (only former Polish shipyard)

c. Elblag, east of Gdansk

No. 16 - the former German yard Schichau Werft

d. Szczecin

- 1) No. 9 - the former German yard Wulkan
- 2) No. 10 - the former German yard Odra
- 3) No. 11 - the former German yard Baltyk
- 4) No. 12 - the former German yard Gryf

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NO CHANGE in Class	
X DECLASSIFIED	
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- e. The remaining 6 yards are for small construction and repair and are located at Leba, Ustka, Darlowo, and Swinoujscie.

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2. During the year 1948 the Polish shipbuilding was gradually reorganized with the following results:

a. Gdansk - Stocznia Gdanska yard

- 1) Ship yards identified as Nos. 1 and 2 have been combined under the name Stocznia Gdanska, which is being directed by a Pole, Jan Goszczewski.
- 2) The Stocznia Gdanska yard is being developed for the purpose of constructing the following:
 - a) New medium tonnage merchant ships.
 - b) Repair facilities for large and medium merchant ships.
 - c) New light navy units, including trawlers, torpedo boats, mine-sweepers, tugs, motor boats, and submarines.
- 3) The Stocznia Gdanska yard now possesses the following capital equipment: 8 building ways, 2 floating docks, 2 pontoon docks, 2 floating cranes, 2 electrical units, 1 compressed air department, a mechanical and acetylene department, 1 special high quality steel production department, and over 300 lathes and other machine tools.

[REDACTED]

These ships are to be placed in service between Scandinavia and Poland. Two ships of this class were commissioned in December 1948, the S/S Soldek and S/S Jednosc Robotnicza.

- b) Six open sea fishing trawlers which are being constructed for the Polish navy.
- c) One former German merchant ship, the M/S Wartha, 8,000 BRT, is being reconstructed to be placed in service during April 1949 under the name M/S Warta.
- d) A number of smaller vessels are undergoing repair work and reconstruction.

b. Gdansk - Stocznia Polnocna yard

- 1) Ship yard No. 3, the former Danziger Waggonfabrik, has been renamed the Stocznia Polnocna and is under the direction of a Pole, Josef Szelagowski.
- 2) The yard is being rebuilt for the construction of:
 - a) New small tonnage merchant ships.
 - b) New small tonnage sports vessels, navigation ships, etc.
 - c) Repair facilities and construction of railway carriages.

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- 3) Capital equipment includes: 2 building ways, 2 floating docks, 1 electrical department, 1 compressed air and acetylene department, 2 mechanical departments, and about 170 lathes, machines, etc.
- 4) Present construction includes:
 - a) A number of new small vessels for coastal traffic.
 - b) Repair of 4 merchant ships.
 - c) Repair of freight ~~cars~~ and new construction in railroad refrigeration cars.
- c. Gdynia - Stocznia Gdyska
 - 1) The Stocznia Gdyska, No. 13 yard, is prepared to handle the following:
 - a) Repair of medium and small navy units.
 - b) Construction of large fishing trawlers.
 - c) General repairs of small craft.
 - 2) Equipment at Stocznia Gdyska includes 3 floating docks, 2 pontoon docks, 1 floating crane, about 100 lathes and machines, plus necessary repair facilities, but no separate departments have been created here.
- d. Elblag
 - 1) Shipyard No. 16 has been dismantled and destroyed by the Russians; no yard will be rebuilt here.
 - 2) [REDACTED]
 - 3) [REDACTED]
 - 4) [REDACTED]
 - 5) [REDACTED]
 - 6) At Szczecin only 2 yards are to be rebuilt: the Odra, No. 10, and Gryf, No. 12. The Odra is to be used for the repair of foreign merchant ships and the construction of small coastal vessels. The Gryf yard has been placed in the hands of the Czechs and is to construct a transport fleet for the Odra River traffic, a fishing fleet and maintain small repair facilities. No production is yet in progress at either yard.
 - 7) The Wulkan yard, No. 9, and the Baltyk yard, No. 11, have been destroyed and are not to be rebuilt.
- f. The remaining small ship yards mentioned are being maintained for repair of fishing vessels, but no actual rebuilding of these yards is anticipated.

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